

THE CHINESE QUESTION.

Judge Kelley's Views.

A Letter to the United American Mechanics - Elaborate Discussion of the General Labor Question.

The following exhaustive discussion of the relations of Chinese Immigration to the Labor Question, by the Hon. William D. Kelley, will be read with interest.

PHILADELPHIA, August 22, 1870.

John C. Libe, Esq., Recording Secretary of Science Council of the Order of United American Mechanics.

Dear Sir: Your favor covering the circular which you inform me, was instructed by your Council to transmit to me, with the request that I would "favor the members of the Council with my views upon the questions embodied therein," is in hand. It is to be regretted that neither your note nor the circular propounds a question. The latter, however, embraces a number of questions, and the consideration upon the subject which you relate, I am grateful to the members of your Council for the opportunity thus afforded of expressing my views thereon to so numerous and intelligent a body of my fellow-citizens as the members of the Order of United American Mechanics.

The preamble and resolutions assert that "a movement has been inaugurated in neighboring States to introduce Chinese labor on an extensive scale into this country, and that such a movement, if successful, must operate to the great disadvantage of the American mechanic and laboring man," and that "the time has arrived" when the members of your Order should "organize and exercise all the influence in their power to prevent the carrying out of this injurious and unjust movement."

It is proper that, before proceeding to the consideration of the subject, I should say that I believe that humanity and the true interests of all the people of our broad, richly endowed, and diversified, but thinly-settled country, require as well as the interests of the people of all other countries as may, in pursuance of their own choice, come to dwell among us, adopt our language and habits, and to develop our dormant resources and maintain our republican institutions.

But this proposition, broad as it is, does not cover those who are brought to this country by force or by false representation, for the purpose of being used without regard to their rights or those of the people of this country. It does not embrace such as may be found to have been brought as slaves from Africa in the early days of the republic, or those who, prior to the act of February 19, 1862, entitled "An act to prohibit the coolie trade by American citizens in American vessels," the text of which may be found on page 148 of 2d Ed. Digest, brought to this country as a new member at the date of its passage by the House of Representatives. It was my privilege to co-operate with its passage, and I am glad to see that it has become a law.

It is, however, a law which, in its operation, does not embrace those who are brought to this country by force or by false representation, for the purpose of being used without regard to their rights or those of the people of this country. It does not embrace such as may be found to have been brought as slaves from Africa in the early days of the republic, or those who, prior to the act of February 19, 1862, entitled "An act to prohibit the coolie trade by American citizens in American vessels," the text of which may be found on page 148 of 2d Ed. Digest, brought to this country as a new member at the date of its passage by the House of Representatives.

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formed in foreign countries, we may defend the wages of the American mechanic against competition by imposing on its productions, when imported into this country, duties equal to the difference between the wages of the mechanic and those paid in competing countries.

An adequately protective tariff in the American market, and the consequent competition by the underpaid workmen of foreign countries. But if French, Belgian, German, Austrian, or English mechanics, when they receive at home, how could the wages of the American workman be defended against the destructive competition? A tariff or other law can protect wages against the competition of the mechanic of another country, but it cannot protect the mechanic of another country against the competition of the mechanic of his own country.

"If you were to buy cheaper," is a cardinal maxim of the free trade reformer, and it is plausible, but delusive. If applied to labor, it would bring Chinese workmen to us by the million. It would free the trade agitators, both in and out of Congress, from the necessity of asserting that the tariff which protects his wages and his chance for steady work, injures the workman by increasing the competition of the mechanic of another country. They also say that in addition to cheapening what he consumes, the laborer's market will be improved by a reduction in the duties on the raw materials of his industry, and that such a reduction will increase our commerce and ship our goods to foreign countries in competition with European manufacturers. To the thoughtless and unreflecting, such a proposition is plausible. But with your experience and observation, you must perceive that to reduce the price of our goods low enough to compete with the goods of another country, we must reduce the English standard, as the cheaper labor of France, Belgium, Switzerland, Germany and Austria, and the raw materials of the productions of England out of common markets.

"Buy where you can buy the cheapest," is the only doctrine by which the employment of coolie labor can be justified. It is the doctrine which ruins the working people of England, but uprooting many of her industries which were her glory, and which she has now lost. It is the doctrine which has ruined the working people of the United States, and which is now ruining the working people of the United States. It is the doctrine which has ruined the working people of the United States, and which is now ruining the working people of the United States.

In his recent work, entitled "Home Politics, or the Growth of Trade Unionism in the Belation to Labor, Pauperism and Emigration," Mr. Daniel Grant demonstrates the correctness of these assertions by presenting from the highest official sources the facts which show that the value of her exports for the three last years for which the figures had been compiled. They are as follows:

Table with 3 columns: Year, Paupers, Exports. 1866: 220,344, 1,898,917, 386. 1867: 225,424, 1,818,971, 386. 1868: 1,000,000, 10,000,000, 386.

After commenting upon the fact that more than one thousand papers are each week added to the already terrible list, he says: "Every day adds to the number of the wretched and the destitute through which a man passes before he is willing to accept relief and support, which he would not otherwise have. They know the working classes best know the profound ignorance they entertain of the workhouse. Any privation, any sorrow, any destitution rather than to be sent to the workhouse, is a relief to them. The natural inference is that the pressure of want is not only severe, but has been long enough sustained to have swept away all articles of clothing, as well as all household goods, before the sufferers bend to their fate."

This deplorable has been the effect on the laboring classes of England, and the determination of her Government to accept the glittering fallacies of the free trade school of economists, and by labor and its products where they can buy them cheapest. Let us now see what the result has been in this country. It is a result which is not only a disgrace to our nation, but a disgrace to our race. It is a result which is not only a disgrace to our nation, but a disgrace to our race.

The manufacture of silk had made prosperous towns of Coventry and Macclesfield, but Lyons and other cities, which were the centers of the silk industry, were ruined. The result was a result which is not only a disgrace to our nation, but a disgrace to our race. It is a result which is not only a disgrace to our nation, but a disgrace to our race.

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Nothing can be done but this. And in three years from the abandonment of the protective system the workmen of the country would suffer again the agonies endured in 1837 and 1838, and British statements would be able as they then were, to comment upon the depression of American labor, and show that poverty and want were the result of the free trade system of the United States as in those of England. Indeed, such action on our part would be a manifest blessing to England. It would revive her commerce and some of the leading branches of her languishing industry. She has natural advantages, which counterbalance the lower wages of the content in the production of many articles, among which I may name salt, coal, pig and bar iron, rails, both of iron and steel, cast-iron, and the like. It is not all of which she would supply our market in the absence of protective duties and the venerable law which prohibits the granting of an American register to a foreign-built vessel.

But you may ask what has all this to do with the question upon which Science Council directed me to give an expression of your views. My answer is that the question of your views is not a question of your views, but a question of your views. It is a question of your views, but a question of your views. It is a question of your views, but a question of your views.

In conclusion, permit me to say again that I am not opposed to the voluntary emigration of the people of China to this country. If left to their own devices, they would go to the United States, and they would come who are of the better class and have by sufficient to bring them here and start them in their own business. It is not only the value of their passage paid and subsistence while here assured, we will probably get the most abject and ignorant of the lowest class of the population of that country. Those who come voluntarily and at their own cost will take an interest in their adopted country and its institutions, acquire our language and adopt our habits. Such an immigration would, like that from other countries, stimulate our general industries while increasing our production and the value of our land. It would not be a waste and unproductive, enhance the demand for labor by increasing our home market, and so many of our people are engaged. But it may be more than this. It is in the power of the Chinese to establish a new and better class of industries. Let me mention, too, the introduction of which would injure none and benefit all of us. I allude to tea and silk. Our tea and silk trade amounts to \$10,000,000 annually, and for silk about \$20,000,000. We produce no tea, and are but experimenting in the production of raw silk, of which we import about \$2,000,000 per annum. Our infant silk manufactures at Paterson, Hartford and Philadelphia, in some of which, I may remark, numbers are not in the United States, are employed in Coventry and Macclesfield.

We have immense natural fields for the cultivation of both tea and silk, besides those of California and Arkansas, and the Chinese, the earliest and most successful cultivators of both, would benefit us immensely by transferring their experience and patient industry to our country. I would not, however, exclude them by any general denunciation. But to protect the right even of foreigners to fair wages for work done in this country, and to avoid the dangers threatened to American mechanics by the importation of hordes of coolies, I would provide by statute that any contract made in a foreign country for the employment of labor in any territory to any State or territory within the United States shall bind himself to labor for any term of years or months, at a rate of wages specified therein, shall be null and void.

Believing that a law embodying these provisions will be enacted by Congress at its next session, I remain, Sir, your very truly, Wm. D. Kelley.

THE GREAT FIRE IN CANADA.

Immense Forests Swept Away - Houses and Farms Destroyed - Thousands of Families Homeless - Narrow Escape of Ottawa. The fire broke out in the city of Ottawa, Canada, on the night of the 24th inst. It was a fire of a kind which is not only a disgrace to our nation, but a disgrace to our race. It is a fire of a kind which is not only a disgrace to our nation, but a disgrace to our race.

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City of Baltimore (via Halifax), Tuesday, August 23, at 1 P. M. City of Washington, Saturday, August 27, at 12 P. M. City of Paris, Saturday, September 3, at 12 P. M. City of Antwerp (via Halifax), Tuesday, September 6, at 1 P. M.

Payable in gold. Payable in currency. First Cabin, \$75. Steerage, \$35. To London, \$80. To Paris, \$80. To Halifax, \$30. To Antwerp, \$30. To London, \$15. Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates. Tickets can be bought here at moderate rates by persons wishing to send for their friends.

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Consort with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroad, and the Wilmington and Manchester Railroad. Freight for Columbia, S. C., and Augusta, Ga., makes all interior points. Insurance effected when requested by shippers. Bills of lading signed at Queen Street wharf on or before day of sailing.

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ASHLAND, 500 tons, Captain Crowell. J. W. EVERMAN, Captain Hinkley. CALYON, 600 tons, Captain A. Croft. AUGUST, 1870. J. W. Everman, Friday, August 5. J. W. Everman, Friday, August 19. J. W. Everman, Friday, August 26. Through bills of lading to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freight forwarded with promptness and despatch. Rates as low as by any other route. Insurance one-half per cent., effected at the office in first-class companies. To freight received on bills of lading signed on day of sailing.

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